

NNMC Master Plan



Briefing To BRAC Implementation Committee

September 16, 2008

Master Plan Goals & Objection

Projected Growth through 2016		
	Campus Personnel	Patients/Visitors
Current	8,000	497,000
2011 BRAC completion	10,200	981,000
2016 Future Growth	10,500	981,000

The ten year plan projects additional 2,500 new employees including BRAC expansion of 2,200 employees

The overriding planning objectives in the development of the master plan were as follows:

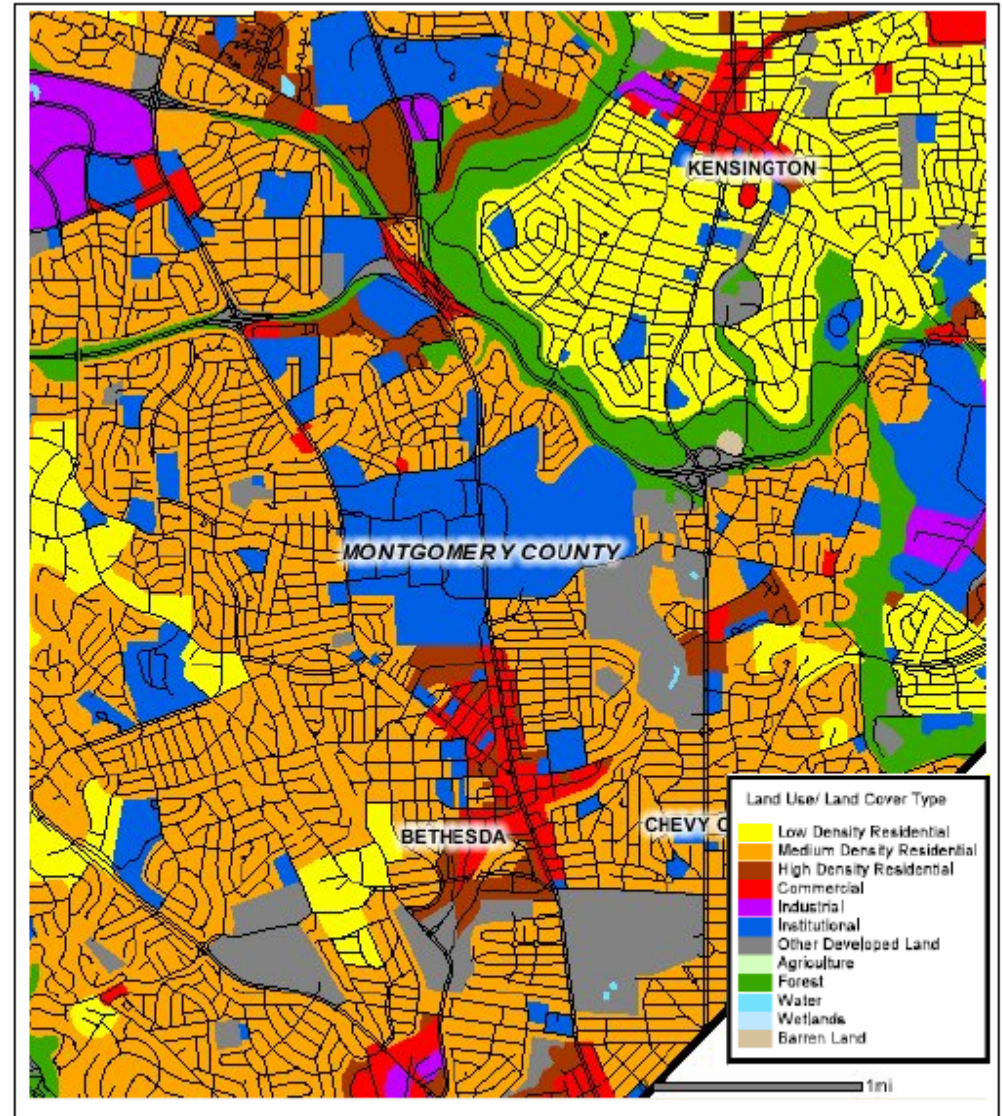
- Support the Medical Mission
- Flexibility to meet future change
- Aspects of security
- Maintain/enhance built and natural environment
- Preserve historic and natural resources
- Develop walkable campus
- Respect for surrounding neighbors

Land Use

- No Major Land Use issue identified as development is contained within the site
- The B/CC Master Plan:
Land TMP, PED Safety ,
scaping, Historic Preservation, Maint.
Residential Character
No, zoning change

The plan shows maintaining 147 feet landscape buffer recommended in the Master Plan

Master Plan does not recommend for sufficient housing



NNMC
Master Plan
Update 2008
Bethesda Campus

Figure 3-8
(source Montgomery Dept of Planning)

Vicinity
Land Use

Historical Significance

- Planners have found the plan to be consistent with the FEIS.
- M-NCPPC Planners have worked with MD Hist. Trust and NCPC and found NNMC Master Plan concurs with the agreements of reviewing agencies that construction of Building A and B will not have adverse impact on Historic Resources.



Environmental Issue

All Environmental issues have been discussed at the time of BRAC.

At this time, Planners recommend relocation of Helipad to a more internal and elevated locations for the following reasons:

- 1.Security—flights will be better isolated from unsecured area
- 2.Land Availability—within the helipad/approach zone be used for other purposes
- 3.Faster, safer, and more direct access from the helipad to emergency rooms
- 4.Reduction of noise—impact to neighbors.

All site designs must meet local standards e.g., noise, stormwater, environmental protection.

Transportation & Circulation Planning Principals

- Land Use growth balance with Transportation Infrastructure
- Additional Parking
- Gates Enhancement
- Mitigation outside of campus
- Shuttle Service Enhancement
- Pedestrian Enhancement
- TMP



Figure ES-1 - Study Area Roadway Network

Key Transportation Recommendations

- Gate Access Improvement
- Parking Improvement
- Satellite Parking
- Roadway Improvement
- Pedestrian & Bike Improvement
- Public Transportation Improvement
- Shuttle Service Improvement

Transportation Management Plan (TMP)

Goals – 1) increase transit mode share by 3% by 2011 and 8% by 2018; and
2) to increase AVO from 1.2 to 1.5 by 2018

TMP should specify a Non-Auto Drive Mode Share (NADMS) goal for employees

- Current NADMS for WRAMC is 14.1% (calculated using table 6 on p. 16)
- Current NADMS for NNMC is 25.4% (calculated using table 12 on p. 21)
- Should maintain 25% NADMS through 2018,
- And should maintain 33% if and when the east side Metro Station entrance opens

The TMP ***implementation plan, monitoring and evaluation program***

- Establish a target date for the execution of these documents
- The BRAC BIC should be involved and informed of all monitoring and evaluation activities, including reviewing the above documents
- The monitoring and evaluation program should identify goals/targets and how will be measured (employee surveys, traffic counts, etc.)

Parking Ratios

- NCPC Guidelines call for 1:3 parking ratio requirement for a facility located within 2,000 of metro station
- TMP proposes a .40 goal by 2011, and a .34 goal by 2018 (both higher than 1:3); and then .33 by 2028 (.33 equals 1:3)
- TMP inappropriately interprets the NCPC guidance of “2,000 distance from metro station” provision for individual buildings or campus; we interpret the NCPC Guidelines to mean distance from edge of campus
- The 1:3 ratio should apply to the entire campus upon opening in 2011, not by 2028 or even 2018.

Master Plan should establish a cap on number of parking spaces for each development phase (2011, 2018, 2028) consistent with NCPC guidance.

- TMP should further define the goal to “reduce parking supply and demand ratios through effective management strategies”

Transit Subsidies

- TMP states that 11% of employees receive transit subsidies. This seems low given the proximity of the campus to the metro station and the availability (and frequency) of campus shuttles,
- TMP should specify a higher target for transit subsidies, at least 15%

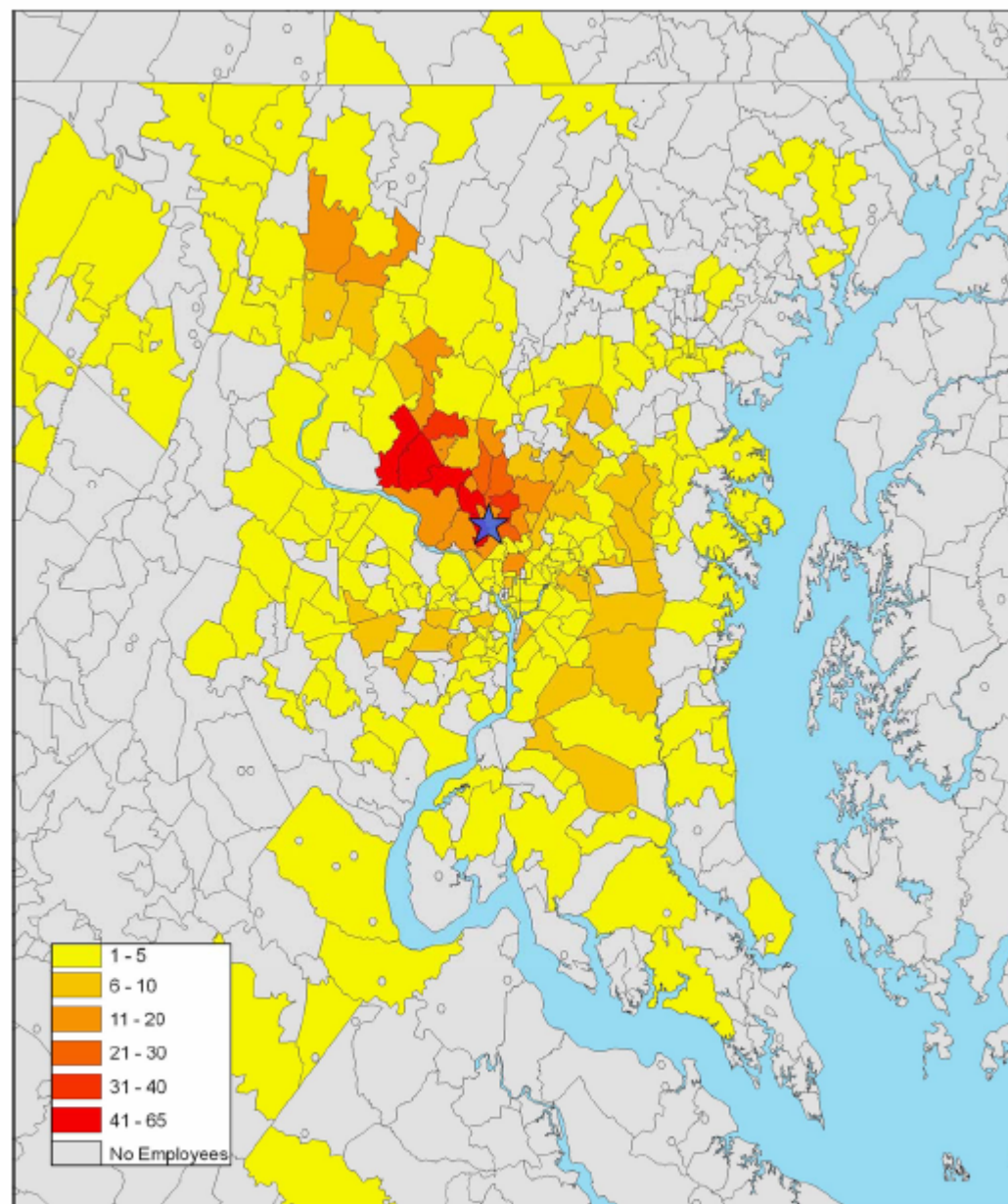


Figure 6 - Location of NNMC Employee Residences by Zip Code